

# The Hong Kong Daily Press.

No. 9436

一月十二日星期一

HONGKONG, TUESDAY, JANUARY 6TH, 1884.

二月六日正英年

[PRICE \$2 PER MONTH]

## SHIPPING.

### ARRIVALS.

January 3. CHINTUNG, American steamer, 833, Winsor Whampoa 6th January, General—RUSSELL & CO.

January 5. GERMAN, German steamer, 336, E. Ascelo, Pakhoi Slat Dac, and Hohow 3rd January, General—WILSON & CO.

January 5. VILLARS, French corvette, Vividie, Saigon 31st December.

January 5. GOODWIN, American bark, 840, Wm. H. Hogan Newcastle (N.S.W.) 5th Nov., Coal—ADAMSON, BELL & CO.

January 5. INGRAN, German steamer, 893, Massmann, Nagasaki 31st Dec., Coal—MITSUBISHI MARU S. S. CO.

January 5. AMOR, British steamer, 814, Devonshire from Whampoa—GENERAL—NIESEN & CO.

January 5. TEHARIA, British steamer, 1,670, W. J. Nantes, Yokohama 23rd Dec., Kobo 30th, and Nagasaki 1st Jan., Matsui and General—P. & O. S. N. CO.

### CLEARANCES.

AT THE HARBOURMASTER'S OFFICE, 5TH JANUARY.

Fording, British str., for Swatow.  
Emeralda, British str., for Amoy.  
Nestor, British str., for Amoy.

Anton, German str., for Hoihow.

Away, British str., for Shanghai.

### DEPARTURES.

ARRIVED.

Per Anton, str., from Pakhoi, &c.—63 Chinese.  
Per Teheria, str., from Yokohama, &c.—H.E. Louis del Castillo y Figueras Car Sangioranni, Capt. A. Jones, Mr. and Mrs. Burridge and 3 children, Mr. and Mrs. Hatterton, Mr. and Mrs. Aki, child and nurses, Capt. K. Nolte, J. Jones, J. Smith, N. Scott, E. Wimberly, and Van Kruisblach, A. Woolley, and S. Boyd, S. Europeans and 23 Chinese, steerage.

TO DEPART.

Per P. & O. S. N. Str., from Hongkong—for Gibraltar—Mr. C. Forrest. For London—Mrs. Dural, Mrs. Dick and infant, Capt. F. Ashton, Mr. Wooley (H.B.M. Consul), Messrs. E. Mitchell and Oct. Johnson. From Hongkong—For Bengal—Miss Jones and infant, and Misses C. B. Held and Ritter. For Manila—Mr. C. W. Davies. For London—Capt. W. M. Lang, B. N. Mrs. Lang, children and amah. Messrs. J. Wilson, J. Hatch, and E. Major.

DEPARTED.

Per Tasmania, str., for Shanghai—Mr. and Mrs. Walker and child, the Misses Walker (2) and servant.

### AMOY SHIPPING.

December 24. Ping-pong British str., from Pescadores.  
24. Seven, British str., from Swatow.  
24. Thales, British str., from Foochow.  
24. Champion, British corr., from Formosa.  
24. Nanno, British str., from Foochow.  
25. Laertes, British str., from Hongkong.  
26. Menelaus, British str., from Shanghai.  
26. Amyc, British str., from Foochow.  
27. Chrysanthemum, British str., from Hongkong.  
28. Tauris, British str., from Foochow.  
29. Ganavon, British str., from Foochow.  
30. Tantus, British str., from Shanghai.  
30. Vetus Pisan, Italian corr., for Shai.  
31. Chefoo, British str., from Swatow.

DECEMBER—DEPARTURES.

23. Yung-ching, British str., for Shanghai.  
23. Envoy, British str., for Manila.  
23. Gluckstern, British str., for Swatow.  
24. Seawo, German bark, for Chetow.  
24. Thales, British str., for Swatow.  
24. Champion, British corr., from Formosa.  
24. Nanno, British str., from Foochow.  
25. Laertes, British str., from Hongkong.  
26. Menelaus, British str., from Shanghai.  
26. Amyc, British str., from Foochow.  
27. Chrysanthemum, British str., from Hongkong.  
28. Tauris, British str., from Foochow.  
29. Ganavon, British str., from Foochow.  
30. Tantus, British str., from Shanghai.  
30. Vetus Pisan, Italian corr., for Shai.  
31. Niederhof, German str., for Bangkok.

### NAGASAKI SHIPPING.

December—ARRIVALS.

15. Gunkai Maru, Jap. str., from Shanghai.  
15. Andokobu, British bark, from Shanghai.  
15. Hideyoshi Maru, Jap. str., from Shai.  
16. Teheria, British str., from Hongkong.  
16. Plinthire, British str., from Kolo.  
16. Ingabur, British str., from Shanghai.  
17. Thibet, British str., from Kolo.  
17. Graham Hall, British str., from Shai.  
17. Nierstein, German str., from Kolo.  
18. Teheria, British str., from Shanghai.  
18. Hampshire, British str., from Shai.  
18. Iwo, German str., from Shanghai.  
19. Takasago Maru, Jap. str., from Kolo.  
20. Nagoya Maru, Jap. str., from Shanghai.  
20. Welcombe, British str., from Kolo.  
21. Nanjing, British str., from Shanghai.  
21. Walls, German str., from Shanghai.  
22. Hidemitsu Maru, Jap. str., from Shanghai.  
22. Salsuma, British str., from Shai.  
22. Sasebo, British str., from Yokohama.  
23. Stora Nordiske, Dan. str., from a cruise.  
23. Ingo, German str., from Shanghai.  
24. Takasago Maru, Jap. str., from Shanghai.  
24. Nierstein, German str., from Shanghai.  
25. Loko, German str., for Shanghai.  
25. Nanjing, British str., for Shai.  
25. Hidemitsu Maru, Jap. str., from Shai.  
26. Ingabur, British str., for Shanghai.  
26. Ingabur, British str., for Shanghai.  
27. Hidemitsu Maru, Jap. str., for Shai.  
27. Takasago Maru, Jap. str., for Shai.  
28. Teheria, British str., for Shai.

DECEMBER—DEPARTURES.

13. Gunkai Maru, Jap. str., for Yokohama.  
14. Clive, British str., for Shai.  
14. Wells, German str., for Shai.  
14. Nanjing, British str., for Shanghai.  
15. Cesandron, German str., for Shanghai.  
15. Hideyoshi Maru, Jap. str., for Shanghai.  
16. Nanjing, British str., for Kolo.  
17. Harten, British str., for Hongkong.  
17. Nierstein, German str., for Shai.  
18. Boeche, German steamer, for Shanghai.  
18. Ingabur, British str., for Shanghai.  
18. Plinthire, British str., for Shanghai.  
19. Takasago Maru, Jap. str., for Shanghai.  
19. Graham Hall, British str., for Shanghai.  
19. Pochi, British str., for Shanghai.  
19. Nierstein, German str., for Shanghai.  
19. Loko, German str., for Shanghai.  
20. Nagoya Maru, Jap. str., for Shai.  
20. Ingabur, British str., for Shai.  
20. Welcombe, British str., for Kolo.  
21. Nierstein, German str., for Kolo.  
21. Nanjing, British str., for Shai.  
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23. Nierstein, British str., for Kolo.  
23. Nanjing, British str., for Shai.  
24. Wells, German str., for Shai.  
24. Ingabur, British str., for Shai.  
25. Ingabur, British str., for Shai.  
25. Ingabur, British str., for Shai.  
26. Ingabur, British str., for Shai.

## INTIMATIONS.

### M A N I L A C I G A R E S.

#### M A N I L A C I G A R E S.

#### M A N I L A C I G A R E S.

Our Special Brands are made from the finest

Tobacco grown in the PHILIPPINES.

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## NOTICE.

S. WATSON AND CO.  
FAMILY AND DISPENSING  
CHEMISTS.  
By Appointment to His Excellency the Governor and His Royal Highness the Duke of EDINBURGH,  
WHOLESALE AND RETAIL DRUGGISTS  
PERFUMES,  
PATENT MEDICINE VENDORS,  
DRUGGISTS' SUPPLIERS,  
LICERATED WATER MAKERS,  
SHIPS' MEDICINE CHEMISTS REPAITED  
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or HONGKONG DISPENSARY.

## NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed price will be continued until demanded.

Office for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

## The Daily Press.

HONGKONG, JANUARY 6TH, 1885.

The telegram announcing that the French Minister of War has resigned in consequence of his being unable to sanction the despatch of further reinforcements to Tonquin is anything but reassuring news. The new Minister, of course, will be prepared to acquiesce in M. Félix's views, otherwise he could not have accepted office, and additional troops may, therefore, be expected. On the other hand, M. Campanon's refusal to sanction the despatch of reinforcements can only have been brought about by his entertaining the opinion that France is unable to spare them. The event will be construed by China into a confession of weakness on the part of the representative of the French army, and cannot fail to strengthen her in her stubborn opposition to the French demands. We yesterday reproduced from the N. C. Daily News a letter from Peking in which the writer spoke of the "almost unprecedented transformation" from the condition and spirit of the Chinese empire in December, 1883, to the existing state of affairs. That was the last vestige of China over whom knew, but few expected to see it so steadily and effectively stirred into activity.

France has now a much more powerful one to reckon with than she had two months ago. The account given by the Peking correspondent of the French position in Tonquin is certain much exaggerated, but there can be no doubt that the condition of affairs is far from being satisfactory. In the meantime, while the French are sending out reinforcements in dribs and drabs, the Chinese are massing prodigious numbers of men on the borders, and are, if not pressing the French back, at all events making it difficult for them to hold the ground already occupied. Long ago, when it was first realised that the Black Flags were receiving active support from China, the opinion was expressed by French officials in Tonquin that if France would declare war against China and send an expedition to Peking, the question would be settled in a few months, whereas if the operations were confined to Tonquin they were likely to be protracted for years. The course of events has shown the correctness of this view, at all events so far as it relates to the protraction of the trouble in Tonquin, and there can be little doubt that had a movement been made on Peking at the time referred to it would have been effective. The French Government, however, have displayed such weakness and vacillation in their operations that the dread of the Chinese entertained of a European enemy has been largely dissipated, and they are now evidently prepared to make a stout fight for what they consider or profess to consider their rights. In our leading article yesterday we said:—"One course of action, and only, offers a certainty of success to France, and that is a march to Peking." But doubts are now beginning to be expressed whether even that step would be effective. Another correspondent, writing from Peking to the N. C. Daily News, says:—"In the autumn, when the disaster of Foochow occurred, and fear was felt lest a successful attack should be made on Taku, it was decided that, should danger become imminent, the Emperor and young Emperor should go to Tai-yuan Fu in Shansi, to make the capital there, and Peking was to be burned like Moscow. This is a truthful statement." A year or two ago a demonstration in force at the mouth of the Peiho would probably have been sufficient to have secured from China an acknowledgment of French authority in Tonquin. If the Chinese had understood that the French were prepared to strike promptly and vigorously, they would have done what was required of them in fear and trembling. Time has been allowed them, however, to acquire confidence, and they are now ready and even anxious to fight the quarrel out. As long as they remain obdurately a large army will have to be maintained in Tonquin. If Formosa is taken another army will be required to garrison the island. The French may finally decide to move on Peking, only to find they are too late in the day. We are not inclined to attach much importance to the reported resolution of the Chinese to burn the capital if it be threatened, but it would be a very natural step for the Empire to remove the seat of Government and carry away all the archives and treasure. If that were done, even the occupation of Peking might fall short of success and only necessitate the employment of still more troops for no effective purpose. It is easy to see that in this way the strain on the resources of

France would soon become too great to be supported. It is important, therefore, if she is determined to prosecute her enterprise, that she should act promptly, before China has further time to strengthen her defences, and that the blow should be aimed at the most vulnerable part of the empire. To hover about the borders is merely a waste of time and power. One of the Peking correspondents above referred to says:—"Even if France reconquers Tonquin and clears the country up to the frontier of China, and also takes the Yangtze position and Peking, there is a future to be dreaded. The French nation has such a tremendous task before it that it cannot stand the strain, because it is certain that the Chinese, even if the first attacks on China are successful, will prolong resistance enough to exhaust the French invading army and fleet." We may say that before many years have passed we may even have a Salvation Army, the spirit of imitation being so strong amongst the inhabitants of Da Nippon.

The following appears in the *Japan Herald*:—  
"Some Japanese are contemplating with sorrow the evils wrought by the inordinate use of salt, and are organising a temperance society on the Island of Peru in the entrance of the Red Sea. The Point is so called from a vessel of that name which was lost there before. The *Ratsey* was a vessel of 1,502 tons and was built at Sunderland in 1881. She was classed 100A1 at Lloyds, and was last surveyed in October, 1883."

The following appears in the *Japan Herald*:—  
"The Daily News says that Anse Point is on the Island of Peru in the entrance of the Red Sea. The Point is so called from a vessel of that name which was lost there before. The *Ratsey* was a vessel of 1,502 tons and was built at Sunderland in 1881. She was classed 100A1 at Lloyds, and was last surveyed in October, 1883."

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## ON THE BERTH.

STEAMSHIP COMPANY.  
FOR SHANGHAI VIA AMOY.  
Taking Cargo and Passengers at through rates  
for Ningpo, Chefoo, Newchwang, Tientsin,  
Hangchow, and Ports of the Yantze River.  
THE Company's Steamship

## NESTOR.

Captain Nish, will be despatched as above  
TODAY, the 6th instant.  
For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 3rd January, 1884. [57]

## FOR SHANGHAI.

Taking Cargo and Passengers at through rates  
for Chefoo, Tientsin, Newchwang, Han-  
kow, and Ports of the Yantze River.

THE Steamship

## "CHIN-TUNG."

Captain Winsor, will be despatched as above  
Port TO-DAY, the 6th instant at Four  
P.M.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 5th January, 1884. [58]

STEAM TO YOKOHAMA VIA NAGA-  
SAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. O. S. N. Co.'s Steamship

## "TEHERAN."

will leave for the above place on THURSDAY,  
the 8th January, at Noon.

## A. McIVER,

Superintendent.

Hongkong, 27th December, 1883.

NETHERLANDS-INDIA STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND  
SOUTHEAST ASIA (VIA SAIGON  
AND SINGAPORE).

THE Company's Steamship

## "CELEBES."

Captain de Haan, will be despatched as above  
on or about the 8th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 2nd January, 1884. [59]

UNION LINE.

FOR YOKOHAMA AND HIODO.

THE Steamship

## "CASTELLO."

Captain Glaister, day or about the 7th  
January, will have immediate despatch  
for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.,  
Agents.

Hongkong, 1st January, 1884. [77]

"SHIRE" LINE OF STEAMERS.

THE Steamship

## "BRECONSHIRE."

Richard, Commander, expected here on or about  
the 9th instant, will have immediate despatch  
for the above Port.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, 3rd January, 1884. [94]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL

THE Company's Steamship

## "HECTOR."

Captain Batt, will be despatched as above  
on SATURDAY, the 14th January.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 3rd December, 1883. [23]

THE EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND  
ADELAIDE.

(Calling at PORT DARWIN AND QUEENSLAND  
PORTS, and taking through cargo to NEW  
ZEALAND, NEW CALEDONIA, TASMA-  
NIA, and FIJI).

THE Steamship

## "AIRLINE."

Captain Ellis, will be despatched for the above  
Ports on SATURDAY, the 16th January.

at Four P.M.

For Freight or Passage, apply to

RUSSELL & Co.,  
Agents.

Hongkong, 30th December, 1884. [59]

STEAM TO BOMBAY VIA STRAITS.

THE P. O. S. N. Co.'s Steamship

## "ZAMBESI."

will leave for the above place on MONDAY,  
the 12th inst., at THREE P.M.

A. McIVER,

Superintendent.

Hongkong, 3rd January, 1885. [83]

FOR LONDON VIA SUEZ CANAL

THE Steamship

## "CASSANDRA."

Captain Linemann, will be despatched as above  
on or about the 10th January, 1885.

For Freight or Passage, apply to

SIEGMSEN & Co.,  
Agents.

Hongkong, 15th December, 1884. [52]

STEAM TO BOMBAY VIA STRAITS.

THE P. O. S. N. Co.'s Steamship

## "JNO."

Hochstetler, Master, will load here for the above  
Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 9th December, 1884. [229]

FOR LONDON AND HAMBURG.

THE A I German Bark

## "JNO."

Giles, Master, will load here for the above  
Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 2nd December, 1884. [224]

FOR SAN FRANCISCO.

THE J. L. B. British Ship

## "HONOLULU."

Figgott, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th October, 1884. [44]

FOR NEW YORK.

THE A I German Bark

## "MIAKO."

Contance, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 16th December, 1884. [53]

BOOKBINDING IN ALL ITS BRANCHES

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Bookbinding in every Style by Competent  
Workmen in elegant Bindings.

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and Account Books ruled to order.

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QUALITY OF MATERIALS AND WORKMANSHIP  
GUARANTEED.

"DAILY PRESS" OFFICE.

HONGKONG!

## VESSELS ON THE BERTH.

## MAILS EXPECTED.

## THE AMERICAN MAIL.

The P. M. steamer City of Tokyo, with the  
next American mail, left Yokohama on the  
3rd, and is due here on or about the 6th inst.

The O. & O. steamer San Pablo, with the  
successing American mail, left San Francisco  
on the 19th December, and may be expected here  
on or about the 16th inst.

## THE CHINESE MAIL.

The M. M. steamer Djemah, with the next  
French mail, left Singapore on the 3rd, and  
may be expected here on or about the 10th inst.

## STEAMERS EXPECTED.

The M. M. steamer Djemah, with the next  
French mail, left Singapore on the 3rd, and  
may be expected here on or about the 10th  
inst.

## POST-OFFICE NOTICES.

## HONGKONG MARKETS.

## AS REPORTED BY OWNER OF THE 5TH JAN.

1885.

## COTTON AND CO.

American Drills, 29 yards, per piece .. \$9.25 to \$10.

American Drills, 15 lbs., per piece .. \$1.80 to \$2.00.

Cotton Yarn, No. 18 to 21, per 400 lbs. \$38.00 to \$71.00.

Cotton Yarn, No. 22 to 25, per 400 lbs. \$38.00 to \$71.00.

Cotton Yarn, Bombay .. \$7.00 to \$12.00.

Chintz pieces .. \$1.60 to \$1.75.

Dyed Spotted Shirting, per piece .. \$1.60 to \$1.75.

Dyed Brocade Shirting, per piece .. \$1.60 to \$1.75.

English Drills, 30 yards, per piece .. \$1.50 to \$2.00.

English Drills, 15 lbs., per piece .. \$1.25 to \$1.50.

English Drills, 12 lbs., per piece .. \$1.25 to \$1.50.

Grey Shirting, 8 lbs., per piece .. \$1.75 to \$2.00.

Grey Shirting, 10 lbs., per piece .. \$1.75 to \$2.00.

Grey Shirts, 1 lb., per piece .. \$1.75 to \$2.00.

Grey Shirts, 2 lbs., per piece .. \$1.75 to \$2.00.

Grey Shirts, 3 lbs., per piece .. \$1.75 to \$2.00.

Handkerchiefs, blue, per dozen .. \$1.00 to \$1.25.

Handkerchiefs, green, per dozen .. \$1.00 to \$1.25.

Handkerchiefs, light blue, per dozen .. \$1.00 to \$1.25.

Valvet Stock, 25 inches, per yard .. \$10.15 to \$10.50.

Velvet, Genoa, 22 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 24 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 26 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 28 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 30 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 32 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 34 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 36 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 38 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 40 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 42 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 44 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 46 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 48 yards, per yard .. \$12.00 to \$12.50.

Velvet, Genoa, 50 yards,